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# Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,663 號三十六年四月一號 HONGKONG, THURSDAY, APRIL 6TH, 1905. 四百九十年五月四號 香港英一千九百零五年四月三日星期二 H. PRICE, \$3 PER MONTH.

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(HOTEL-SANITARIUM OF SOUTH  
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Hongkong, 1st April, 1905. 1657

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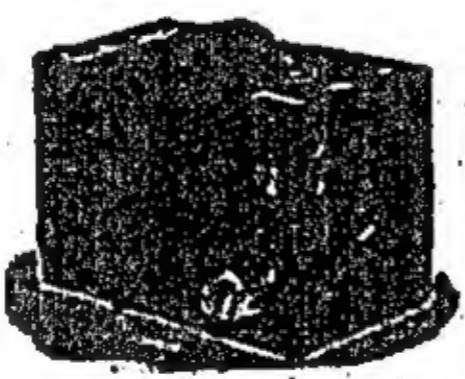
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Our communications relating to the new column  
should be addressed to THE EDITOR.  
Correspondents must forward their names and  
addresses with communications addressed to the Editor,  
but for publication, as evidence of good faith.  
All letters for publication should be written on  
one side of the paper only.  
No anonymous signed communications that have  
already appeared in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should be  
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BIRTHS.  
On 7th March, at Hanover, the wife of A. B.  
Bourneau, & a daughter, still-born.  
On 31st March, at Shanghai, the wife of J. M.  
Tavares, & a son. DEATH.  
On 26th March, at Shanghai, ELsie Grace  
daughter of Alex and Annie Ross, aged 3 years  
and 8 months.

## The Daily Press.

HONGKONG OFFICES: 14, DESVaux ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, APRIL 6<sup>th</sup>, 1905.

We have on several occasions recently, that  
is to say, since the Russo-Japanese war  
took the decided turn it has taken, treated  
as obvious what no one seems to have  
thought of—namely that Russian prestige  
is irretrievably lost for at least this genera-  
tion. Recent statements coming from  
Europe give us pause; make us consider if  
that assertion was not too sweeping.  
Military prestige, perhaps—yes. But is  
warlike renown, the reputation of the con-  
queror at arms, the only prestige worth  
considering? There is the statement that  
Russian officials engineered that premature  
and wholly incorrect report of the Dogger  
Bank Enquiry Commission, in order that  
English newspapers might comment upon it;  
and then allowed all journals containing  
such comments to enter Russia uncensored,  
so that the Russian people might see for  
themselves, by unimpeachable English ad-  
missions, how Russia had scored a triumph  
in that particular affair. There is also the  
statement that all these reports of peace  
negotiations have been deliberately inspired  
by Russian officials, in order that a general  
belief in the near-at-hand cessation of the  
war may restore public confidence in  
Russian finances, and to enable Russia to  
raise a fresh foreign loan with which to  
continue the war! There are numerous  
other similar statements attributing to  
Russian statescraft a far-sighted cunning  
that it were feeble and inadequate to dub

Machiavellian, for the crafty Florentine  
himself could scarcely see so many moves  
ahead in the great international chess-play,  
as Europe seems now disposed to give St.  
Petersburg credit for. Is this not prestige?  
Prestige of kind to count? It would  
seem that Europe would be ready, supposing  
some great natural cataclysm in the Far  
East were to swallow up Japan and all  
her forces, to give Russian diplomacy  
credit for in some way bringing it about.  
The survival of the fittest, it is often necessary to point out, does not  
imply the survival of the strongest. Cunning in innumerable instances defeats mere  
strength; and if we are to believe that  
St. Petersburg enjoys a title of the preter-  
natural wisdom which we have dropped  
into the habit of attributing to it, there can  
be no question which nation will survive in  
the long run. There is a cunning which  
defeats itself, however, like that which is  
foolishly ascribed to the head-holding ostrich;  
and if we carefully weigh Russian schemings  
in China with Russian results achieved, we  
will find that there is no serious occasion to  
give Russian officialdom credit for unusual  
shrewdness. If we may accept only half the  
conclusions of writers like PUTNAM  
WEALE, who professes to know Manchuria  
better and more intimately than the  
Londoner knows the Strand, we must  
admit that "for ways that are dark," and  
tricks not altogether *vain*, the Chinaman  
can give the Muscovite a long start and a  
beating. The most transparent failure of  
these wily schemes is to be noticed in the  
real public feeling in Russia. If Russian  
officials did think to deceive their con-  
stituents (a quite inadvertent sarcasm, that)  
by importing bogus news in the way sug-  
gested, they have gained prestige for an  
astuteness that should bring them success;  
but they have experienced the inevitable  
failure that must cost them more  
than they gained. The reported as-  
cendency of the war party (sure to be  
Reverend's, again) is a silly thing to  
flash from West to East. The war party in  
Russia, being the official party, has never  
ceased to be ascendant, even when a bomb  
has exploded under some illustrious member  
of it. Russian public feeling, according to  
L. VILLARI in the *Monthly Review*, still is  
that the war is an unmilitated curse, and  
the policy that led up to it criminal folly.  
As to the bait of peace to secure a new war  
loan, it might work, remunerating how  
easily the money market may sometimes be  
coaxed, and what an inducement there is  
for those who, already deeply in, plunge  
further in order to save and recoup; but we  
will be exceedingly surprised if Russia does  
succumb, after recent revolutions, in securing  
more European money at anything like  
normal rates. These statements, as we  
have said, indicate that Russia has retained  
a certain sort of prestige; but it is of the  
kind that enables us to recognise how im-  
portant it is that any form of prestige, to  
be of use, must be deserved. And even this  
later prestige, it seems to us, is based on  
fallacies. The conduct of a suicide surprises  
a jury as much that it verdicts "temporary  
insanity." In the case of Russia, they are  
also surprised, and conclude that behind  
all these erratic movements there must be  
some deep design. Poor Russia!

An interesting discussion of the German  
Navy League appears on page 5.

A farewell meeting in honour of the Rev.  
W. J. Southam, the General Y.M.C.A. Secre-  
tary at Hongkong, will be given next Monday.

On Thursday evening the European depart-  
ment of the Y.M.C.A. beat the Chinese  
department at billiards on the Chinese depart-  
ment tables.

Abdul Hoosen, one of the crew of the a.s.  
*King George*, was charged with refusing duty.  
He stated that the captain would not allow him  
shore leave. Three weeks' hard labour.

A vagrant named Shepherd was yesterday  
sentenced to the house of detention. He  
got his ship recently but left his job, and the  
Seafarers Home refused to take him back.

It is stated in Vienna that Russian agents  
are secretly endeavouring to float a loan at  
Berlin and Brussels, and the rumours of  
peace are being circulated to facilitate the  
negotiations.

It is reported from Peking that having  
received information that Russia intended to  
lay a light railway through portion of  
Mongolia traversing the Prince of Khochin's  
territory, probably mainly for the transport of  
supplies for the use of the Russian forces in  
Manchuria, the Waiwupu has addressed a  
strong dispatch to the Russian Minister in  
Peking on the subject and declared that the  
General commanding the Chinese troops in the  
threatened vicinity had received strict instruc-  
tions to resist any such violation of neutral  
territory, with force if need be.—"Native  
Notes" in N.G.D.N.

## TELEGRAMS.

## ["DAILY PRESS" SERVICE.]

## KOREA AND RUSSIA.

LONDON, 5th April.

The Korean Minister to Russia has  
been recalled.

[This does not necessarily mean that Korea  
is about to declare war on Russia! It may  
probably be due to Japanese influence.]

## EARTHQUAKE AT LAHORE.

LONDON, 5th April.

A disastrous earthquake is reported  
at Lahore. Many lives were lost, and  
numerous buildings destroyed.

[Lahore is an ancient walled town in the  
Punjab and had a population in 1891 of  
176,900. It is seat of the British Government,  
and the big Punjab University is there. The  
Meer Meer military cantonment is just six  
miles away.]

## SALE OF BRITISH WARSHIPS.

LONDON, 5th April.

The thirty obsolete warships with  
drawn from commission by the British  
Government have realised £138,000.

## DUKE AND DUCHESS OF CONNAUGHT AT THE VATICAN.

LONDON, 5th April.

H.H. Holiness the Pope received  
the Duke and Duchess of Connaught  
in the Vatican.

## CEREBRO-SPINAL MENINGITIS.

LONDON, 5th April.

Numerous fresh cases of cerebro-  
spinal meningitis are reported in  
Germany, where the fever is spreading;  
and in New York the number  
of cases so diagnosed is increasing.

[The meningitis are the three membranes that  
envelop the brain and spinal cord. Meningitis  
denotes inflammation of those membranes. "It  
is a dangerous epidemic, and endemic, (constant  
in one locality) febrile (feverish) disease." It  
causes severe headaches, tenderness in the back  
of the neck, and affects the eyes, sometimes  
paralysing the ocular muscles.]

GERMANY AND BRITISH  
TRADERS.

LONDON, 5th April.

Lord Lansdowne states that the  
treatment of the British traders at  
the Marshall Islands by German  
officials there is an evasion of the  
agreement made in 1886, when the  
islands were annexed to Germany.  
He intimates that representations to  
this effect have been made to the  
German Government.

[The Marshalls are a large archipelago of  
thirty-three coral islands lying to the north-  
east of Ladrones Islands, Polynesia, with a total  
area of 158 square miles. Australian papers  
have complained frequently that the German  
authorities in those parts were constantly en-  
deavouring to "freeze out" non-German  
traders.]

## [REUTER'S SERVICE]

## CHINESE IN THE TRANSVAAL.

LONDON, 3rd April.

Two thousand Chinamen at the North Rand  
fontein mine struck owing to dissatisfaction  
with their wages. The police were summoned  
to restore order. Chinese casualties were con-  
siderable, though not serious.

THE EMPEROR OF GERMANY'S  
TOUR.

LONDON, 3rd April.

The curtailment of the Kaiser's visit to  
Tangier is now explained by a statement that  
the Kaiser received on board his vessel a mes-  
sage from the Sultan bailing him as a protector  
against France. The Kaiser refusing to  
endorse this declined to land, but the German  
Minister ultimately persuaded him that if he  
did not, German prestige would suffer grievously;

the Kaiser thereupon landed, going direct  
to the German Legation and not entering the  
Moorish palace which had been specially pre-  
pared for him. The upshot was that both the  
Moors and the French were alike offended.

INDISPOSITION OF THE PRINCE  
OF WALES.

LONDON, 3rd April.

A bulletin signed by Sir Francis Lakin and  
Sir Frederick Treves, state that the Prince of  
Wales underwent a slight operation which  
obliged him to keep to his room for a few days.  
No unseeliness is felt and no bulletin will be  
issued.

## THE WAR.

[REUTER'S SERVICE]

## THE "HIPSANG" CLAIM.

LONDON, 3rd April.

A commission under Professor Martens  
has been appointed at St. Petersburg to  
examine the British claim for compensation  
owing to the sinking of the Indo-Chinese  
steamer *Hipsang*.

## THE PROSPECTS OF PEACE.

LONDON, 3rd April.

Reuter's St. Petersburg correspondent  
writes that it is believed a council will shortly  
be held at Tsarsko Selo to finally decide  
as to the continuation of the war or otherwise,  
after the receipt of reports from  
General Linievitch and the other commanders,  
and from the Russian Ambassadors  
abroad.

## THE THIRD BALTIC FLEET.

LONDON, 3rd April.

Admiral Nigogajoff's squadron has an-  
chored at Jibutii.

## CORRESPONDENCE.

## A LABOUR DIFFICULTY.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—With regard to the recent articles and  
correspondence in the *Daily Press* relative to  
the all round "strike" I should like to em-  
phasise its seriousness on the Colony's immediate  
and future trade prospects. The increase in  
the price of rents together with the extensive  
emigration of late has made the cost of Chinese  
coolie and skilled labour very much greater.  
Our success as a manufacturing centre solely  
depends on the cheapness of our labour. Unlike  
our neighbours in China, and our formidable  
rival in Japan, all our rough material has  
and will have to be imported, so the handicap,  
a big one at present, promises, unless there is  
some way of solving the problem, to throw us  
in the background altogether. Hongkong's  
only natural produce is a little granite (I will  
give the timber rest). Our shipping yards of late  
have experienced the greatest difficulty in  
obtaining Chinese apprentices, the youth  
complaining that the allowance, formerly con-  
sidered liberal, is not sufficient to keep them.  
I have been given to understand that other busi-  
nesses are in a similar plight. Something  
really must be done.—Yours, etc.

## SHIPWRIGHT.

## THE CHING-MING FESTIVAL.

The Chinese ancestor worship month com-  
menced yesterday. Numbers of natives flock to  
the various cemeteries, particularly to Coffee  
Plantation Cemetery in the east and Mount  
Davis in the west. House boys from Stanley,  
employed by Europeans in the City, asked  
to go to their native hills to take part in  
the religious ceremonies. Many Chinese are also  
leaving for their homes by the river steamers.  
The month of worship lasts till the 4th May.

This is considered a good time by the Chinese  
to remove the bones of ancestors from the  
graves. The bones are placed in urns near the  
respective homesteads in the country. Before  
the graves are opened a permit must be  
obtained from the Registrar General, who  
informs the police so that they may know what  
the Chinese are about. By the regulations the  
body must have been buried at least four years  
before the bones are lifted.

THE WESTMINSTER GLEE AND  
CONCERT PARTY.

Mr. Branscombe's talented party gave their  
final concert in the theatre yesterday. It can  
hardly be said that they have been patronised,  
to the extent they deserved, but Hongkong  
seldom does offer any proof that it is a music-  
loving community. So seldom do we get  
concerts of the kind given by the  
Westminster Glee and Concert Party  
that one might have predicted for them  
full houses at each concert. The audience  
at yesterday's matinee was particularly dis-  
appointing numerically, but it was as warmly  
appreciative as the audience at previous  
concerts. Nearly every item was encored and  
the whole programme was greatly enjoyed.

## SPANISH KING'S MOTORCAR.

King Alfonso's motor-car having been re-  
cently damaged on an electric tramway-car in  
Madrid, orders were given for the prosecution  
of the tramway company's driver.

The mayor of the district, before whom the  
case came, gave an entirely unexpected turn to  
it, and drew up the following formidable indictment  
against the plaintiff:—

(1) That the King's automobile travels at a  
speed forbidden by the regulations in the capital.  
(2) That the royal car does not carry the  
tablet which every vehicle of the kind must  
display.

(3) That none of the King's motor-cars has  
paid the tax levied on automobiles.

The Government is indignant at the mayor's  
action, and suggestions that he should resign  
have reached him. The mayor, however, de-  
clares that he has only done his duty, and will  
not resign.

The affair is at present the sole topic of con-  
versation in Madrid.

## SUPREME COURT.

Wednesday, 5th April.

## IN ORIGINAL JURISDICTION.

BEFORE SIR H. S

## ASSOCIATION OF CHAMBERS OF COMMERCE.

The Association of Chambers of Commerce of the United Kingdom held their annual meeting last month at the Whitehall Rooms. Sir William Holland, M.P., the president, was in the chair, and there was a large attendance. We select the following from the *Times* report.

## THE FISCAL QUESTION.

Mr. Stiebel (Nottingham) introduced the subject of fiscal policy, and proposed the following resolution:—“That this association desires to place on record its concurrence with—(1) the adoption of such changes in our fiscal system as may be necessary for the defence of the home markets against natural importation, for lowering the hostile tariffs of foreign countries, and promoting Imperial trade; (2) the desirability of having a conference in London representative of all British Colonies and dependencies to consult on the best practicable scheme for bringing all parts of the Empire into closer relations with the mother country and each other.” He said that if they, who called themselves the Parliament of commerce of the United Kingdom, allowed the fiscal question to be taken from them, they had better close up the shop and not come there again. (Laughter.) The question had made enormous progress in the relatively short time in which it had been actually taken up; and he thought that the future was with them. They were told, as a reason for making no fiscal change, there was abounding prosperity in the country. Was it really a fact that we had to thank our fiscal system for being the bankers and the clearing-houses of the world? That prosperity was, he thought, due to our geographical position, our sea power, and our settled government. The manufacturing power of this country was founded, reared, and made powerful under the strictest system of protection (Hear, hear). He maintained that the rock bottom of our national prosperity was that there should be plenty of employment for the people, but we had been manufacturing paupers and unemployed by the thousand. That progress was going on, and it was necessary that some alteration should be made in our fiscal system (Hear).

Mr. C. J. Wilson (South of Scotland) seconded the motion.

Mr. J. Livingston (Swansea) moved as an amendment:—“That considering the conflicting opinions held by eminent statesmen and leading business men in regard to the fiscal policy of the country, this association desires to impress upon the Government the urgent need for the appointment of a Royal Commission, composed of representative men of all branches of commerce to inquire into and report on the desirability or otherwise of a change or modification of such fiscal policy.” He was anxious that the question should be lifted out of the region of party politics.

Mr. Taylor White (Wakefield) seconded the amendment.

Sir Howard Vincent, M.P. (Sheffield), supported the resolution on behalf of his chamber.

Mr. Churchill, M.P., observed that, having regard to the serious condition of uncertainty prevailing in the country, and the great importance of the question, they should give a decisive answer by voting for the amendment. (Hear, hear.)

Mr. Cox (Liverpool) observed that he had been instructed not to vote for the resolution, as his chamber were divided on the question.

Mr. J. Hotson (Sheffield) spoke in favour of the resolution.

MR. COX (Liverpool) observed that he had been instructed not to vote for the resolution, as his chamber were divided on the question.

Mr. Felix Schuster (London), in supporting the amendment, remarked that he did not think anything could be said against the appointment of a Royal Commission to inquire, not only into our fiscal system, but into the state and condition of all our staple industries. It would be the best means of removing the question from the sphere of party. He believed, however, that when people read the evidence given before an impartial Royal Commission, they would come to the conclusion that, while trade was not in the very best possible condition, the remedy was not on the lines suggested by the tariff reformers.

Mr. Austin Taylor, M.P., as a member of the Liverpool Chamber, supported the amendment and urged the appointment of an impartial tribunal that would command the respect of the business community.

Lord Avebury contended that Mr. Stiebel had failed to show how his resolution would benefit the trade and commerce of this country. He maintained that protection was an unmixed evil to the country that adopted it. Our free-trade policy gave us an immense advantage in neutral markets. He mentioned, for instance, the trade of India, which gave us no preference. The products of other nations were admitted on the same terms as ours, yet of the imports of India, amounting to £50,000,000, £28,000,000 came from the British Empire. He considered that if we followed the policy of Germany and France we had much to lose and little to gain. (Hear.)

Mr. Firth (Halifax) maintained that it was too late to appoint a Royal Commission, and he did not believe that it would do much good at the present time. The whole question was the employment of the people. He supported the resolution.

Mr. Nuttall (Manchester) opposed the motion. His chamber saw no objection to the amendment, because they were satisfied as to what the result of a Royal Commission would be.

Mr. Joseph Walton, M.P. (Barbados), hoped the amendment would be carried.

Mr. Boulton (London) remarked that the London Chamber were divided on the matter.

The President then put the amendment, which was lost by one vote, 38 votes being recorded for and 40 against. Twenty chambers remained neutral, including London.

The resolution of the Nottingham Chamber was then voted upon and carried by 42 votes to 21, and in this case 39 chambers were neutral including London.

In answer to a question, the President stated that there was not the requisite majority to take any action in regard to the resolution.

## THE SUGAR TAX.

Mr. Taylor White (Wakefield) moved, and Mr. Nuttall (Manchester) seconded:—“That, in view of the prevailing depression in the confectionery and allied trades in consequence of the great increase in the price of sugar, this association respectfully urges the Chancellor of the Exchequer to readjust the incidence of taxation by removing the Sugar tax imposed in 1901 at the earliest available opportunity, and that copies of the resolution be forwarded to the Prime Minister and the Chancellor of the Exchequer.”

Mr. Field, P., pointed out that the House of Commons on Tuesday night reaffirmed the Sugar Tax by a majority of 65, and in the face of that he did not see the use of passing the resolution.

The motion was lost by a large majority. A resolution of the Sheffield Chamber, advocating that the law relating to debentures created by limited companies should be amended so as to provide that no charge or security should be given by a limited company upon its book or other debts owing to it, or upon its stock in trade, was defeated.

It was agreed, at the instance of the Coventry Chamber, that the time taken by receivers for debtors and liquidators of companies

in liquidation in winding up the matters under their control was naturally so long as to cause great and unnecessary inconvenience and expense to creditors.

## SUB CANAL REGULATIONS.

It was resolved to ask the influence of the Foreign Office and the Board of Trade might be exerted with the Sub Canal Company with the object of re-establishing the *situs quo* in the matter of partially enclosed spaces, which form no part of the registered tonnage of the vessel, and which are used only occasionally for the storage of cargo. The association also urged that the owners of all classes of British shipping making use of the canal should be adequately represented on the board committee.

## SHIPPING REGULATIONS.

On the motion of the Liverpool Chamber it was agreed that the Board of Trade Shipping Regulations should, as far as possible, be enforced against foreign ships equally with British, and that steps should be taken to communicate this resolution to the Government.

## ALIEN PILOTS.

A resolution was adopted recording the alarm with which the association viewed the increasing number of pilots’ certificates granted to foreigners, and recommending early alteration of the law sanctioning the granting of such certificates.

## MERCANTILE MARINE.

At the instance of the London Chamber a resolution was carried to the effect that the association viewed with regret the increasing proportion of the non-British element in the mercantile marine, and was of opinion that prompt action should be taken by the Government to give effect to the recommendations of the Admiralty and the Board of Trade committees, these recommendations having for their object the improvement of the conditions of employment at sea, and the reinforcement of the Naval Reserves.

## COMMUTATION OF RATES.

A resolution that, considering the continual growth of local indebtedness, it was desirable that all voters for city and town councils and boards of guardians of the poor should realize exactly not only what rates they paid, but also the cost to the ratepayers of the policy pursued by the various local authorities, and for this reason that the power of commutating rates on account of property exercised by the voting authorities should be abrogated, and that the Executive be desired to take what action they considered necessary to bring about this reform, was carried by 30 votes to 28.

## AUSTRALIAN MAIL SERVICE.

Mr. J. A. Lesky (Walsh) submitted the following motion, which was not, however, moved, as it was not on the agenda paper:—“That the present chaotic arrangements for the mail service to and from the Australian Commonwealth are calculated to do serious injury to trade and commerce, and urgently demand attention, and that the executive council be requested to communicate with the Commonwealth Government on the subject.”

## OTHER RESOLUTIONS.

A resolution was unanimously passed in favour of the abolition of light dues on shipping; and it was also agreed that it was desirable that the Bill entitled “An Act for Codifying the Law relating to Marine Insurance,” introduced into the House of Lords by Lord Horwell in 1898, should become law without further delay.

## TRANSPORT IN CROWN COLONIES.

It was agreed, on the proposition of the Oldham Chamber, “that this association again urges on His Majesty’s Government the great importance of increasing the means of transport in our Crown Colonies and dependencies, by the construction of railways and roads, and the improvement of waterways, in order that the resources of these countries may be more rapidly developed.”

## MINISTER OF COMMERCE.

On the motion of the London Chamber, seconded by the Plymouth Chamber, it was unanimously resolved, “that this association expresses its gratification with the undertaking given in the King’s Speech that the important question of the establishment of a Ministry of Commerce will be dealt with this Session, and trusts that the chambers of commerce will be given effective advisory status in connexion with the necessary reorganization of the departments.”

Resolutions were also passed in regard to the metric system, municipal trading finance, the patent law, trade marks, and the rating of machinery.

During the proceedings Sir William Holland, M.P., was unanimously re-elected president of the association for the ensuing year.

## REVIEWS.

*The Newspaper Press Directory.* London: C. Mitchell & Co., Snow Hill.

A Cycle of Cathay, otherwise sixty years, has elapsed since the first issue of the *Newspaper Press Directory*, and 1905 sees its Diamond Jubilee issue. Messrs. C. Mitchell & Co. have practically been the pioneer newspaper advertising agency, and like the oldest daily in China (*The Hongkong Daily Press*) they are still in front. As with our local Directory and Chronicle, these *Newspaper Press Directories* have increased in bulk each year, and the general arrangement and contents have improved till they have reached as close to perfection as seems possible. Besides the directories proper, the book contains various well-written articles on the press and on commercial subjects relating to the home country and colonies. The Hon. W. P. Reeves, the Agent-General for New Zealand, supplies a suggestive article upon “The Australian Labour Party and the Empire.”

Mr. Nuttall (Manchester) opposed the motion. His chamber saw no objection to the amendment, because they were satisfied as to what the result of a Royal Commission would be.

Mr. Joseph Walton, M.P. (Barbados), hoped the amendment would be carried.

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## THE YANGTSE INSURANCE ASSOCIATION, LTD.

The report for presentation to the fifteenth ordinary general meeting of shareholders, to be held at Shanghai on 11th April, reads:—

The Board of directors have now the pleasure to submit to the shareholders the annual report and audited statement of accounts and balance sheet to the 31st December, 1904.

Working account 1903 and former years.—This account shows a credit balance of \$223,190.62 against \$155,429.17 on 31st December, 1903.

The directors recommend the payment of a dividend to shareholders of 20 per cent. out of this account and the transfer of \$50,000 to the credit of reserve fund and \$50,000 for the formation of a reinsurance fund. The account will then stand as follows:—

Dividend of 20 per cent. ....	..... \$60,000.00
(\$12 per share) ....	..... 50,000.00
To reserve fund ....	..... 50,000.00
To reinsurance fund ....	..... 42,190.62
Balance carried forward ....	..... \$223,190.62

\$223,190.62

Working account 1904.—The net premium earned during 1904, after deducting return premiums, reinsurance premiums, &c., amounted to \$11,105,534.86 against \$85,818.47 during 1903 and the account shows a balance at credit of \$223,361.95. As the balance at credit of this account is unusually large, and the liability for unexpected risks against same is not exceptionally heavy, the directors recommend the payment of a special dividend to shareholders of 5 per cent. (\$3 per share), which will absorb \$24,000 to be paid out of interest earned during 1904, and to carry forward the balance which will then amount to \$50,364.95.

The dividends will be paid in ticals at Exch. 73.85 per share at Exch. 73.—Tls. 10.95 per share.

RESERVE FUND.—After crediting this fund with \$50,000 as recommended above, the reserve fund will amount to \$750,000.

EXCHANGE AND INVESTMENT FLUCTUATION ACCOUNT.—Owing to the high rate of sterling exchange and the depreciation in value of the association’s sterling and eastern investments, on the 31st December last, it has been necessary to debit this account with \$81,903.51, leaving a balance of \$5,890.18 at credit of same.

Sterling exchange has been taken at 2½ per cent. (the demand rate on 31st December, 1904), and the relative value between dollars and ticals at 73.

INVESTMENTS.—The value on 31st December last has been taken for all the association’s investments.

DIRECTORS.—Mr. D. W. Gilmore and Mr. C. W. Wrightson having resigned their seats on the Board owing to their departure from Shanghai, Mr. E. B. Skottowicz was invited to join the Board in the place of Mr. Gilmore, and Mr. Robert L. Fearon was invited to fill Mr. Wrightson’s vacant seat on the Board. Mr. Skottowicz and Mr. Fearon offer themselves for election at the meeting of shareholders, and, in accordance with the Articles of Association, the other directors all retire from Office, but, being eligible, offer themselves for re-election.

AUDITOR.—Mr. H. Trevor-Guerrier having resigned the association’s auditanship owing to his departure from Shanghai, the board of directors appointed Mr. G. H. Thomson Chartered Accountant, to audit the Accounts now presented. Mr. G. H. Thomson offers himself for election as auditor.

ARMED ROBBERY.

Chan Kong Fuk was yesterday charged before Mr. J. H. Kemp in connection with an armed robbery which occurred at Kwai Li Village in the New Territory on the 22nd March. A number of men entered a house and carried off clothing, money and jewellery to the value of over \$500. The robbers climbed on top of the house from the courtyard and made a hole in the roof. On getting inside, they tied up the master of the house and subsequently secured and gagged the rest of the family. One of the robbers seized a chopper, and threatened to chop up the master if he did not tell where his money was. They then broke open a safe in the sleeping apartments and carried off their contents. Afterwards one of the children succeeded in freeing herself and then untied the rest of the family.

The case was remanded.

A RUSSIAN COMMUNIQUE.

The internal condition of the country, which is referred to by Vice-Adm. Hayashi as being

the only new factor of which he was aware that might have induced Russia to adopt a more conciliatory attitude, is declared by the Novoye Vremya to have no connection with the question of war and peace. However wisely the opinions and sympathies of Russians may vary on other subjects, all are convinced that peace at the present moment would be a disaster, and would cause the internal condition of the country to become worse instead of better.

One victory on land, one success at sea, and the whole picture will change. The French fought on even after Sedan, when a whole army had been lost; and Russia has not yet drawn upon the third part of her strength.

The war is grievous. It ought not to have been begun; but it was begun.

Hitherto its course has been unfavourable; there are all the more need to conquer.

This is not admitted by the official ‘intellectuals’ who regard the patriotic demonstrations of last year as a disgrace, and are ready, in the name of Russia, to kiss the hands of the Japanese and beg for peace. But who is on the side of this folk?

The St. Petersburg correspondent of foreign telegraphic agencies and newspapers, which serve Japanese interests? Possibly. But not Russia. Russia loves peace, but not a shameful peace; and of any other peace, there can at present be no mention.

The N.C. Daily News explains that the st.

Industrie reported recently as captured by the Japanese is a small salvage steamer, which was lately engaged in the attempt to save the Chinese cruiser *Hai-fai*, wrecked on Elliott Island. It is supposed that she carried dis-

patches for Vladivostock.

## THE YOKOHAMA SPECIE BANK, LIMITED.

TO THE SHAREHOLDERS.

Gentlemen.—The Directors submit to you the annexed statement of the liabilities and assets of the Bank, and profit and loss account for the half-year, ending December 31st, 1904.

The gross profits of the Bank for the past half-year, including Yen 527,000.43

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are no longer for a fixed period will be continued until demanded.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed.

Lieutenant.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE.

BY Order of the Board of Directors I have This Day handed over the Management of the Hongkong Branch of the DEUTSCH-ASIATISCHE BANK to Mr. M. HOMANN.

H. FIGGE,  
Manager.

Hongkong, 6th April, 1905.

## NOTICE.

We have This Day been appointed Agents to this Colony of the "AGENCIA DO BANCO NACIONAL ULTRAMARINO, MACAU".

ROZARIO & CO.,  
47, Wyndham Street.

Hongkong, 1st April, 1905.

## WANTED.

A SMALL GODOWN near the

Hongkong Hotel.

Particulars by letter to—

BOX 157,

Care of Daily Press Office.

Hongkong, 1st April, 1905.

875

THEATRE ROYAL, CITY HALL.

HONGKONG AMATEUR DRAMATIC

CLUB.

## ONE SUMMER'S DAY

## A COMEDY IN 5 ACTS.

BY H. V. EDMOND,

will be produced

FRIDAY, 7th APRIL, 1905.

SATURDAY, 8th "

MONDAY, 10th "

TUESDAY, 11th "

PRICES... \$3, \$2 & \$1.

Sailors and Soldiers in uniform Half-Price to Pit Stalls and Pit.

Booking Office to ROBINSON PIANO COMPANY, open on and after Monday, 3rd April, from 9 A.M. to 4.30 P.M. each day.

ARTHUR CHAPMAN,  
Business Manager.

Hongkong, 28th March, 1905.

(837)

## V.R.C. ATHLETIC SPORTS.

## NOTICE TO COMPETITORS.

THE PRELIMINARY HEATS in connection with the following Races, to be decided at the Victoria Recreation Club's Sports, will be RUN OFF on FRIDAY, the 7th inst., at 5.30 P.M.—

120 YARDS FLAT RACE.

120 YARDS HURDLE RACE.

220 YARDS FLAT RACE.

FRANK LAMMERT,  
Acting Hon. Secretary.

Hongkong, 4th April, 1905.

900

THE HONGKONG RIFLE ASSOCIATION.

MEMBERS Holding SPOON orders are requested to present them at Messrs. WANG HING's on or before the 15th April next, as the Association is winding up.

MOWBRAY S. NORTHCOTE,  
Hon. Secretary.

Hongkong, 1st April, 1905.

877

DAVID CORSAIR & SON'S  
MECHANT NAVY  
NAVY BOILED  
LONG FLAX ] CANVAS  
ELLIANCE CROWN  
TARPAILING  
ARNHOLD, KARBERG & CO.  
Sales Agent.

NOTICES OF FIRMS

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

I HAVE This Day Resumed Charge of the Company's Business:

GEO. L. TOMLIN,  
Secretary.

Hongkong, 29th March, 1905.

(844)

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. CHARLES STEWART SHARP in our Firm Ceased on the 31st March last.

GIBB, LIVINGSTON & CO.

Hongkong, 1st April, 1905.

(873)

TRANSLANTIC FIRE INSURANCE COMPANY, OF HAMBURG.

WE BEG TO GIVE NOTICE that we have resigned the Agency of the abovementioned Company from This Day.

SIEMSSSEN & CO.

Hongkong, 31st March, 1905.

(876)

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (THURSDAY),

the 6th APRIL, 1905, at 2.30 P.M., at his

SALIS ROOMS, Queen's Road,

SUNDRY HOUSEHOLD FURNITURE,

CARPETS and RUGS; CROCKERY, GLASS and PLATED

WARE; One JINRICKSHA; And Sundry other Goods.

TERMS of SALE:—As Customary.

V. I. REMEDIOS,

Auctioneer.

Hongkong, 3rd April, 1905.

(835)

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

TO-DAY (THURSDAY),

the 6th APRIL, 1905, commencing at 2.30 P.M.,

at his SALIS ROOMS, Duddell Street,

A COLLECTION OF JAPANESE CURIOS.

Comprising:—FINE BRONZE VASES, and INCENSE BURNERS, &c.; SILVER CLOISONNE VASES and BOWLS, &c.; SATSUMA VASES, JARS, BOWLS and INCENSE BURNERS, &c.; OLD CUT VELVET HANGINGS; SILK EMBROIDERED SCREENS, &c.; A SELECTION OF FINE WATER COLOURS, TERMS:—As Customary.

On View from Wednesday, the 5th April.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 31st March, 1905.

(861)

BOARD AND RESIDENCE

MRS. GILLANDERS

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 19th March, 1905.

(761)

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

ROOMS, with Board.

Apply to Mrs. MATHER.

2, Pedder's Hill.

Hongkong, 1st January, 1905.

(861)

## INTIMATIONS.

## WANTED.

TWO Gentlemen require BOARD and RESIDENCE in Private Family.

Apply to—

F. S., Care of Daily Press Office.

Hongkong, 27th March, 1905.

(817)

## WANTED.

A N EXPERT TYPEWRITER, Good Salary to a Quick Worker.

JOHNSON, STOKES & MASTER.

Hongkong, 1st April, 1905.

(874)

## GODOWN WANTED.

The TRANSFER BOOKS of the Company will be CLOSED from Wednesday, the 5th

to Saturday, the 8th April, both days inclusive.

SHEWAN, TOME'S & CO., General Managers.

Hongkong, 25th March, 1905.

(822)

## PUBLIC COMPANIES

THE HONGKONG ROPP MANUFACTURING COMPANY, LIMITED.

THE TWENTY-FIRST ORDINARY

MEETING of SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, the 8th April, 1905, at 11 A.M. for the year ending 31st December, 1904, declaring a Dividend and Electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from Wednesday, the 5th

to Saturday, the 8th April, both days inclusive.

SHEWAN, TOME'S & CO., General Managers.

Hongkong, 22nd March, 1905.

## TO LET

## TO LET

SUITABLE for Office, TWO ROOMS in Prince's Buildings.

Apply to—

LAUTS, WEGENER & CO.

Hongkong, 4th March, 1905.

(61)

## TO LET.

FURNISHED, THE CASTLE.

For particulars, apply to—

GEO. K. HALL BRUTTON.

39 & 41, Des Vaux Road.

Hongkong, 22nd March, 1905.

(777)

## TO LET.

EYRIE. Unfurnished. Newly repaired.

Painted and Colourwashed.

No. 7, BELLIOS TERRACE, 1st Row.

No. 21, " 3rd Row.

No. 18, " 3rd Row.

No. 20, " 3rd Row.

No. 1, DES VUEUX VILLAS.

BUNGALOW (Furnished), at New Teritory, Kowloon, 4 Rooms, low rental.

2ND FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, &c., with use of Electric Lift. Well suited for Officers.

Apply to—

LINSTEAD & DAVIS.

3rd Floor, Alexandra Buildings.

Hongkong, 20th January, 1905.

(90)

## TO LET.

NOS. 1 and 3 " FAIRVIEW" Robinson Road, Kowloon, SEMI-DETACHED HOUSES Five Rooms each and Gardens, Moderate rentals.

Apply to—

H. HUMPHREYS.

Hongkong, 18th

**GREGOR & CO.,**  
WINE AND SPIRIT MERCHANTS.  
HONGKONG.

SCHWEPPES SODA WATER

(Bombay Bottles) ... \$3.00 per Dozen

SCHWEPPES TONIC

(Ordinary Bottles) ... \$3.00 per Dozen

SCHWEPPES STONE GINGER ALE

(Stone Bottles) ... \$3.60 per Dozen

N.B.—We have been appointed Sole Agents for China for Messrs. Schweppes' A. & J. Water, and we have made arrangements to have fresh consignments shipped to us by every mail boat.

45-5

**THE CIGARETTES OF THE FUTURE.**

ONCE SMOKED ALWAYS SMOKED.

**E. D. PROTOPAPAS & CO.**  
ALEXANDRA & CAIRO, EGYPT.  
FINEST EGYPTIAN CIGARETTES.



TRADE

MARK.

SOLE AGENTS FOR HONGKONG:

**KRUSE & CO., CONNAUGHT HOUSE.****JAPAN****COALS.**

**MITSUI BUSSAN KAISHA**  
**(MITSUI & CO.)**

HEAD OFFICE—1, SUBU-GO, TOKYO.  
LONDON BRANCH—34, LIME STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Choo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Onomura, Ozuji, Kuchinotchi, Sasebo, Madsura Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.E.C. and A.I. Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotani, Maneda, Manmon, Onoura, Ozuji, Sambara, Tsukuburo, Yoshinotani, Yoshi, Yunokibara, and other Coals.

S. MINAMI, Manager, Hongkong.

17

GEO. FENWICK &amp; CO., LTD.

ENGINEERS AND SHIPBUILDERS.

BOOKBINDING.

DAILY PRESS" OFFICE.

The only office in China having European taught workmen. Equal to Home work.

IRON MERCHANTS.

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PHOTOGRAPHER

M. MUMETTA, JAPANESE ARTIST.

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OF DENTISTRY

DR. M. H. CHAUNA.

37, DES VUEUX ROAD CENTRAL, HONGKONG

From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904.

[61]

**THE GERMAN NAVY LEAGUE.**

**DEBATE IN THE REICHSTAG.**

On the estimates for the salary of the Secretary of State for the Imperial Marine the question of the agitation of the German Navy League was raised by the Socialist leader, Herr Bebel. He directed attention to the patronage which the league received through the membership of the German Emperor, the Sovereign of German States, several Ministers, and many members of the Reichstag. He also called attention to utterances of official personages like the present King of Saxony and the Burgrave of Lübeck and to the votes of interested chambers of commerce like those of Bremen, Dortmund, Mülheim, and Recklinghausen. The Navy League went so far as to demand the abolition of the present navy scheme by the year 1912 instead of 1917, and set up a further programme of a third double squadron with its complement of reserves and torpedo-boats. When at New Year the Emperor congratulated the league upon its agitation there could be little doubt that he approved its ambitious naval programme. What were the political consequences of this unmeasured agitation? For his own part, he did not think that differences between England and Germany could ever become so serious as to render war inevitable, but he was unable to see what other object the agitation could have than to arm for a war against England. The German navy was not required to fight France or Russia, since Russia would be paralysed for many a year to come by the effects of the present war. The spectre of a combined attack by Russia and France upon Germany had therefore been exorcised.

Formerly it had been declared that battleships were required only for keeping the Baltic and the North Sea free from the British fleets; but the objects now in view appeared to be wider, and the idea of offensive warfare seems to be entertained. A war with the United States was out of the question. A war against Russia and France would be essentially a campaign on land. There only remained England against whom Germany's naval armaments could be directed. These ambitions were really absurd. Success in a naval war with England was hopeless, since for every ship which Germany built England would build two. Relations between England and Germany had not become less, but rather more, strained since the development of the German navy. He calculated that the total trade between England and Germany now amounted in value to over 1,800 million marks (£20,000,000), representing one-sixth part of the whole of Germany's foreign commerce. Instead of consolidating these pacific relations, they were simply provoking England by prosecuting the further increase of their navy. Was it no provocation when the Burgrave of Lübeck, the chief of a separate German State, exclaimed!—"our navy must be on a level with the navies of other Powers," by which only England could be meant? He directed attention to the results of naval aggrandisement upon the finances of the Empire. The Minister of War in England had declared that England was not rich enough to maintain simultaneously a great land army and a great navy. Yet England was richer than Germany, and, above all, the incidence of taxation was juster in England. In Germany the cost of military armaments, as well as the physical burden of national defence, rested mainly on the working classes.

The Secretary of State for the Imperial Marine replied and denied that the Emperor or the King of Saxony, by expressing their approval of the work of the Navy League, had identified themselves with the programme of naval construction which that body had recently put forward. Their Majesties had only intended to express their recognition of the objects of the league as defined in its statutes, which declared that the league was intended to awaken and to strengthen the appreciation and interest of the German people for the work of the navy. The action of the league was praiseworthy in view of the fact that the German nation had for centuries been estranged from a sense of the importance of the sea and everything connected with it. On the other hand, he regretted that the Navy League, or a section of it, had exceeded its province by setting up a definite programme for the increase of the navy. The Government would not permit itself to be influenced by this agitation, nor would it depart from the line on which it thought that the proper development of the navy ought to be effected. If the Government had to bring forward a new naval scheme to-day, it would do so precisely in the same manner as in the year 1900, with a view to the objects which were explained in the preamble to the Bill of that year.

COUNT ORLOFF (National Liberal) complained that a previous debate in the Budget Committee had been imperfectly reported, and explained that next autumn the Government only intended to ask for the six large cruisers for foreign service which had been rejected in 1900, and for torpedo-boats instead of the seven small cruisers which had also been rejected. It was, therefore, a mistake to suppose that the new Bill would carry out the programme of the Navy League.

In building a strong navy Germany had by no means a war with England in view. They regarded sailing as the means of "showing themselves fit to be a good ally for any other nation, and as the best method of promoting the maintenance of peace between Germany and other nations."

Herr von Kardorff (Free Conservative) defended the patriotic spirit in which the Navy League conducted its agitation, and said that his party while it would vote whatever was necessary for the national defence, was at present more inclined to support an increase in the navy than in the army. They could not possibly think of building a navy like the British, and the only point in which he agreed with Herr Bebel was that he did not desire war with England. The German nation were bound to each other by many ties, and a war of that character would be the greatest conceivable calamity for the civilized world.

Dr. Otto Arndt (Free Conservative) said that he also would consider a war with England to be the greatest national calamity, but he contended that the members of the intelligent majority of the British nation which shared this opinion would increase in accordance with the respect which the German navy was able to inspire. It was better to rely upon their own strength than upon the pacific intentions of others.

Several speakers belonging to the Radical parties associated themselves with Herr Bebel in criticizing Royal and official patronage of the German Navy League, and in advocating direct Imperial taxation instead of the indirect imposts which placed the financial burden of the Imperial defences upon the shoulders of the working classes. The subject then dropped, and the salary of the Secretary of State was voted.

Time.

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Hongkong, 2nd January, 1905.

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Extreme Length ... 522 feet.

Length on Blocks ... 512 "

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Water on Blocks at Spring Tide 23 "

WATER ON BLOCKS UP TO 1,000 tons gross.

PATENT SLIP (at KOSUGI).

Can take vessels up to 1,000 tons gross.

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Hongkong, 2nd January, 1905.

DOCK NO. 2 (at MUKAIJIMA).

Extreme Length ... 371 feet.

Length on Blocks ... 350 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 63 "

Water on Blocks at Spring Tide 23 "

WATER ON BLOCKS UP TO 1,000 tons gross.

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DOCK NO. 3 (at TATEGAMI).

Extreme Length ... 371 feet.

Length on Blocks ... 350 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 63 "

Water on Blocks at Spring Tide 23 "

WATER ON BLOCKS UP TO 1,000 tons gross.

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Hongkong, 2nd January, 1905.

DOCK NO. 4 (at TATEGAMI).

Extreme Length ... 371 feet.

Length on Blocks ... 350 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 63 "

Water on Blocks at Spring Tide 23 "

WATER ON BLOCKS UP TO

## SHIPPING.

## ARRIVALS.

ANDREW RICKMERS, German str., 1,020. H. Kahn, 5th April.—Bangkok 29th March; Rio and Wood.—Meletours & Co.  
BALDERS, British str., 1,958. C. K. McIntosh, B.N.E., 5th April.—London and Singapore 30th March; General—Gibb, Livingston & Co.  
BOUJOUR, French str., 941. Sisco, 5th April.—Saigon 1st April; Rice—Chinese.  
FRUITIER, Nov. str., 891. H. A. Haraldsen, 5th April.—Tamsui via Amoy and Swatow 4th April; General—Okin Shoso Kaisha, Giong Bao, British str., 1,198. J. G. Follett, 4th April.—Kebo 30th March; General—Order.  
ITHAKA, German str., 2,250. Eckhorn, 4th April.—Chinkiang and Wuhsu 30th March; General—Siemoneen & Co.  
LENNOX, British str., 2,361. P. McNair, 4th April.—Karatsu 31st March; Coal—Dundee & Co.  
MATILDA, Norwegian str., 2,320. Herald Tauriv, 5th April.—Karatsu 31st March; Coal—Mitani Buseki Kaisha.  
PITANDEK, German str., 1,276. C. Fuchs, 5th April.—Bangkok 29th March; Rice and Timber—Butterfield & Swaine.  
TARTAR, British str., 2,768. E. Bedham, B.N.E., 5th April.—Vancouver 7th March; and Shanghai 2nd April; General—C. P. R. Co.

## CLEARANCES.

AT THE HARBOURMASTER'S OFFICE.  
5th April.  
Chih, British str., for Newchwang.  
Desma, German str., for Swatow.  
Hawke, British str., for Canton.  
Ishida, German str., for Canton.  
Mathilde, German str., for Ichow.

## DEPARTURES.

5th April.  
CHARTERHOUSE, British str., for Amoy.  
GABA, German str., for Bangkok.  
GERMANIA, German str., for Canton.  
GREGORY APAC, British str., for Calcutta.  
KATHARINE APAC, British str., for Kuching.  
KUNGTAI, Chinese str., for Shanghai.  
STILLESTAD, Norwegian str., for Nagasaki.  
WESTMINSTER BRIDGE, Brit. str., for Shanghai.

## SHIPPING REPORTS.

The British str. *Lemnos* reports: Experience long moonless and high sea.  
The German str. *Hansa* reports: Fresh N.E. monsoon with rainy weather and no fog.  
The Norwegian str. *Mathilda* reports: Fresh N.E. and rainy to Chappel Island; later moderate and overcast.

The French str. *Bourdon* reports: A fair voyage; light S.W. winds to the Paracels; stronger N.E. afterwards, with sea rising.

The British str. *Bernard* reports: Fine weather, light S.E. winds and smooth sea to 4th inst.; then strong northerly winds, rough sea and squalls.

The British str. *Giang Bee* reports: Leaving Kobe on the coast moderate W. and N.W. wind. In Yellow Sea moderate to fresh N.W. gales and high sea. In Formosa Channel light to moderate N.E. and E. wind.

## VESSELS IN DOCK

5th April.

ANDREW DOCKS.—  
KOWLOON DOCKS—Westminster Bridge,  
U.S.S. Bainbridge, U.S.S. Dale, U.S.S. Decatur,  
U.S.S. Keppen, U.S.S. Barry, U.S.S. Wisconsin,  
CONSTITUTION DOCK—Samson.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOOCHEW,  
THE Company's Steamship

"HAITAI."

Captain Roach, will be despatched for the above ports TO-DAY, the 6th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLASS LAPRAIK & CO.,  
General Managers.

Hongkong, 3rd April, 1905. [889]

IMPERIAL GERMAN MAIL LINE,  
NORDDEUTSCHER LLOYD, BREMEN.

JAPAN—CHINA—AUSTRALIA LINE,  
via NEW GUINEA.

STEAM FOR

FRIEDRICH-WILHELMSHAFEN,  
HERBERTSHOEHE, MATPU, SYDNEY  
AND MELBOURNE.

TO-DAY, the 6th day of April, 1905, at 5 P.M., the Steamship "WILLEHAD," Captain Ph. Abensuer, with 1100 Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to

MELCHERS & CO.,  
Agents.

Hongkong, 31st March, 1905. [862]

FOR NEW YORK  
via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

THE Steamship

"SCHUYLKILL."

Captain Nichols, due here on or about April 5th, will be despatched as above at Daylight on the 7th.

She will be followed by the ss. "HUDSON," Captain Burnett, sailing hence on or about April 25th.

For Freight & further information, apply to

STANDARD OIL COMPANY  
OF NEW YORK,

Oriental Freight Department.

4, De Vaux Road, Central.

Hongkong, 3rd March, 1905. [601]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to

ADELAIDE, NEW ZEALAND, TASMANIA, etc.

THE Steamship

"AUSTRALIAN."

Captain McArthur, will be despatched for the above ports on SATURDAY, the 8th April, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 16th March, 1905. [740]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K., nearest Hongkong H., midway between Hongkong and Kowloon M., and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

SECTIONS.

DESTINATION	VESSEL'S NAME	FLAG & B.R.G.	BRETH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	NEBIA	Brit. str.	—	F. N. Tillard	P. & O. S. N. Co.	On 8th inst., at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	MANILA	Brit. str.	1 m.	H. G. H. Lewellin, E.N.E.	P. & O. S. N. Co.	About 12th inst.
AMSTERDAM, LONDON & ANTWERP	MACHAON	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 11th inst.
AMSTERDAM, LONDON & ANTWERP	KASOW	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 25th inst.
AMSTERDAM, LONDON & ANTWERP	JASON	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 9th May
MARSEILLES, LONDON & ANTWERP, &c.	DIOMEA	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 23rd May
MARSEILLES, &c., VIA PORTS OF CALL	BRIGATE	Brit. str.	—	A. Lee	NIPPON YUSEI KAISHA	On 16th inst., at 4 P.M.
BREMEN, VIA PORTS OF CALL	TONEIN	Brit. str.	—	Charbonnel	MESSENGERS MARITIMES	On 18th inst., at 1 P.M.
HAVRE & HAMBURG	PRIMA HEDDICH	Brit. str.	—	P. Grosch	MELCHERS & CO.	On 12th inst., at Noon.
HAVRE & HAMBURG	STEVIA	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	On 10th inst.
HAVRE & HAMBURG	SILESIA	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	On 20th inst.
HAVRE & HAMBURG	SEKINA	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	On 1st May
HAVRE & HAMBURG	SEGOVIA	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	On 2nd May
HAVRE & HAMBURG	SENGBAMBA	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	On 13th June
HAVRE & HAMBURG	C. FRED. LARSEN	Ger. str.	k. w.		SANDER, WIELER & CO.	On 1st May
HAVRE & HAMBURG	TRISTE	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 20th inst.
HAVRE & HAMBURG	ALGINUS	Brit. str.	—		DODWELL & CO., LTD.	About 19th inst.
HAVRE & HAMBURG	LAERTES	Brit. str.	—		STANDARD OIL CO.	To-morrow, at Daylight.
HAVRE & HAMBURG	LOWTHES CASTLE	Brit. str.	—		SHEWAN, TOME & CO.	About 25th inst.
HAVRE & HAMBURG	SCUTTYKILL	Brit. str.	—		HAMBURG-AMERIKA LINIE	On 25th May
HAVRE & HAMBURG	ATHOL	Brit. str.	—		CANADIAN PACIFIC R.C.	On 19th inst.
HAVRE & HAMBURG	NUBIA	Brit. str.	k. w.		CANADIAN PACIFIC R.C.	On 26th inst.
HAVRE & HAMBURG	EMPERESS OF INDIA	Brit. str.	2 m.		DODWELL & CO., LTD.	On 13th inst.
HAVRE & HAMBURG	TARTAR	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 20th inst.
HAVRE & HAMBURG	SHAWMUT	Am. str.	—		DODWELL & CO., LTD.	On 14th inst.
HAVRE & HAMBURG	TELEMACHUS	Brit. str.	1 m.	E. V. Roberts	PORTLAND & ASIATIC S.S. CO.	On 11th inst., at Daylight.
HAVRE & HAMBURG	DECIMA	Brit. str.	1 m.		MELCHERS & CO.	To-day, at 5 P.M.
HAVRE & HAMBURG	KAIPO	Brit. str.	2 m.		GIBB, LIVINGSTON & CO.	On 8th inst., at Noon.
HAVRE & HAMBURG	HAITAN	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 8th inst.
HAVRE & HAMBURG	HAIMUN	Brit. str.	—		P. & O. S. N. CO.	About 15th inst.
HAVRE & HAMBURG	LOONGSHANG	Brit. str.	—		SHEWAN, TOME & CO.	To-morrow, at 4 P.M.
HAVRE & HAMBURG	RUBI	Brit. str.	1 m.		P. & O. S. N. CO.	On 9th inst., at 8 A.M.
HAVRE & HAMBURG	TAMING	Am. str.	—		DODWELL & CO., LTD.	To-day, at 10 A.M.
HAVRE & HAMBURG	TREMONT	Brit. str.	—		BUTTERFIELD & SWINE	On 10th inst.
HAVRE & HAMBURG	ZAPIRO	Brit. str.	—		DODWELL & CO., LTD.	To-day, at 10 A.M.
HAVRE & HAMBURG	TIJANAS	Dut. str.	—		SHEWAN, TOME & CO.	About 18th inst.
HAVRE & HAMBURG	LAISANG	Brit. str.	—		JAVA-CHINA-JAPAN LINER	On 11th inst., at 3 P.M.
HAVRE & HAMBURG	CAPEI	Isl. str.	—		JARDINE, MATHESON & CO.	On 12th inst., at Noon.
HAVRE & HAMBURG					CARLOWITZ & CO.	

## VESSELS ON THE BERTH

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

FOR SHANGHAI AND TIENSIN:

THE Company's Steamship

"DR. HANS JURG KIAER,"

will be despatched for the above ports TO-

MORROW, the 7th inst., at 4 P.M.

For Freight or Passage, apply to

SHEWAN, TOME & CO.

Agents.

Hongkong, 4th April, 1905. [894]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEN, EGY

OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

## OUTWARDS.

FROM	STEAMERS	LEAVING	DUE
GLASGOW and LIVERPOOL	"LAERIES"	On 8th April.	
GLASGOW and LIVERPOOL	"CHINGWO"	On 15th April.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 17th April.	
GLASGOW and LIVERPOOL	"DIOMED"	On 21st April.	
GLASGOW and LIVERPOOL	"CALICAS"	On 29th April.	
GLASGOW and LIVERPOOL	"DEUCALION"	On 6th May.	

## HOMEBWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"MACHAON"	On 11th April.
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"KAISOW"	On 25th April.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 9th May.
GENOA, MARSEILLES and LIVERPOOL	"LAERIES"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 23rd May.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"TELEMACHUS"	On 20th April.

For Freight, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 27th March, 1905.

[9-10]

CHINA NAVIGATION CO.  
LIMITED.

STEAMERS TO SAIL.

MANILA, THURSTAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and AMOY, MANILA, CEBU and ILOILO	"CHINGTU"	On 8th April.
• "KAIFONG" .....	On 10th April.	
• "TAMING" .....	On 11th April.	
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A fully qualified Surgeon is carried.		
• Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.		
• Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—		
BUTTERFIELD & SWIRE, AGENTS.		

Hongkong, 5th April, 1905.

[11]

INDO-CHINA STEAM NAVIGATION CO.  
LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION).

STEAMERS TO SAIL.

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG" ...	Friday, 7th April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG" ....	Tuesday, 11th April, 8 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

• Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO.,  
GENERAL MANAGERS.

Hongkong, 4th April, 1905.

[12]

OSAKA SHOSEN KAISHA  
REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA, COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
AMPING VIA SWATOW AND AMOY	"DECIMA" SCHLAIKIER	THURSDAY, 6th April, at 10 A.M.
TAMSUI VIA SWATOW AND AMOY	"FEITHOF" H. A. HARALDSEN	SUNDAY, 9th April, at 8 A.M.
• On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.		
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central, Hongkong, 5th April, 1905.	T. ARIMA, Manager.	[14]

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER DIENST.

Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIQUE PORTS, NORTH AND SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES.
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* SILESIA .....	HAVRE, BREMEN and HAMBURG	On 20th April. Freight & Passengers.
Capt. Balle ...	{ Calling at Singapore, Penang and Colombo)	
SEELAND.....	HAVRE and HAMBURG	On 1st May. Freight.
Capt. Jacob ...	{ Calling at Singapore, Penang and Colombo)	
* SLAVONIA....	HAVRE and HAMBURG	On 2nd May. Freight & Passengers.
Capt. Madsen ...	{ Calling at Singapore, Penang and Colombo)	
SEGOVIA.....	HAVRE and HAMBURG	On 10th May. Freight.
Capt. Schoenfelds	{ Calling at Singapore, Penang and Colombo)	
SENEGAMBIA.....	HAVRE and HAMBURG	On 30th May. Freight.
Capt. Jäger ...	{ Calling at Singapore, Penang and Colombo)	
C. F. R. LAETIZIA HAVRE and HAMBURG		On 13th June. Freight.
Capt. von Hoff ...	{ Calling at Singapore, Penang and Colombo)	
NUBIA.....	NEW YORK VIA SUEZ	On 25th May. Freight.
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